

On-final

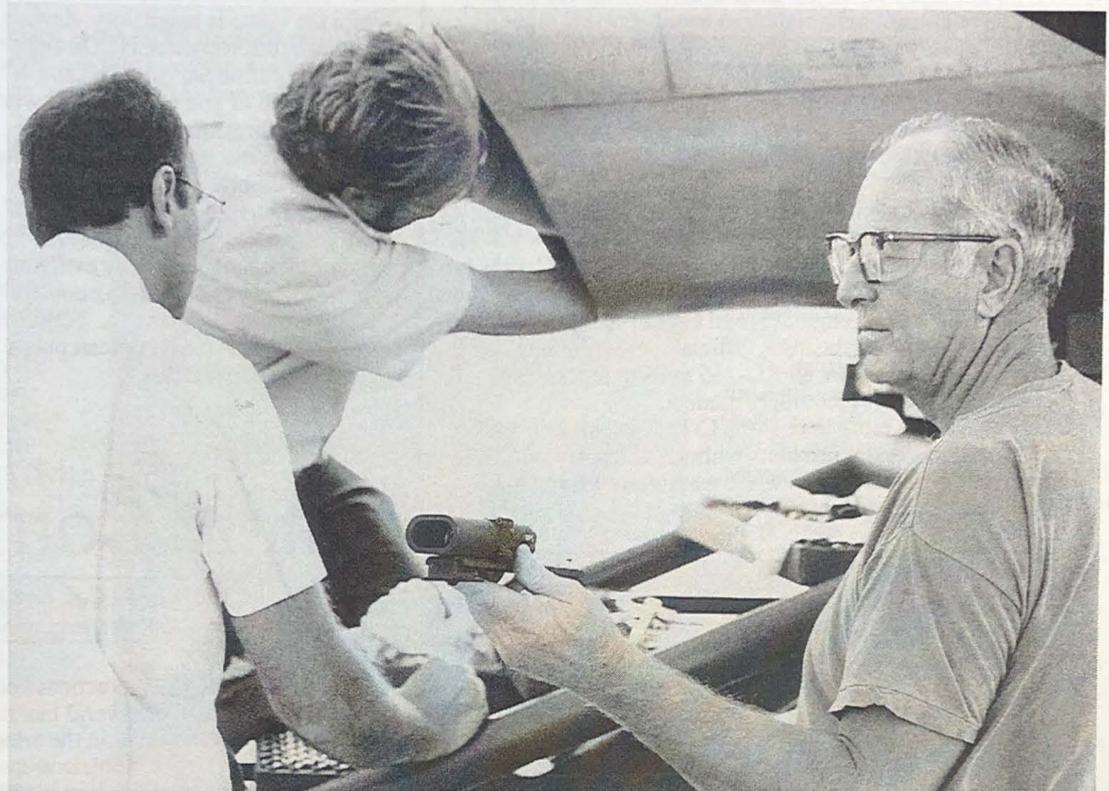


Vol 15 No 9, September 1995

507th Air Refueling Wing

Tinker AFB, OK

MSgt. Jerell Hawkins, 507th electronics specialist, prepares the new boom nozzle light while working with engineers from Oklahoma City's Air Logistics Center on a 507th KC-135. (Photo by TSgt. Mitch Chandran)



Reserve aircraft used as local testbed

*By TSgt. Mitchell B. Chandran and
Capt. Rich Curry
507th Public Affairs*

Air Force Reservists from the 507th Air Refueling Wing are working with the Oklahoma City Air Logistics Center, using the Wing's KC-135 Stratotankers as testbeds for world-wide fleet modifications.

According to Air Force officials, it's become a perfect match, saving modification development time and taxpayer dollars.

The 507th converted to its current aerial refueling mission 17 months ago. According to Col. Martin M. Mazick, 507th Commander, "One reason for locating this aircraft here was that Tinker AFB is the primary repair depot for all C-135 airframes, and the similar AWACS E-3 and Navy E-6 airframes."

That decision, Mazick said, has already paid off handsomely, with the Reserve aircraft here possessing one of the best flying readiness rates in the Air Force. The Center's C-135 program managers also recognized the value of having direct access to an operational KC-135 unit on the same base.

This new relationship with the Oklahoma City Air Logistics Center has helped speed KC-135 modification changes and improvements to units world-wide. For several months, Tinker's KC-135 aircraft engineers, program managers, and equipment specialists have brought teams over from the Center to conduct modification testing on the Reserve aircraft.

"Our KC-135s have become the aircraft of choice for a lot of the Center's projects," said MSgt. Bob Erickson, aircraft work inspector in the 507th Process Improvement Office. "It's like

we're the closest outlet store to their corporate headquarters. Our aircraft are used to install and test a variety of modifications and programmed maintenance projects prior to their release." This saves the ALC's engineers and program managers temporary relocation costs associated with traveling and testing in other locations, he said.

In late June, a safety kit proofing was conducted on the aircraft wing electrical harness assembly. "The modification will meet an urgent need to inspect the rest of C-135 fleet for discrepancies and avoid the potential of a possible in-flight emergency," Erickson said.

In July, a Drogue and Boom Nozzle Tester Technical Order Verification was accomplished here which will provide 135s with more efficient fuel transfer for Navy and NATO fighter aircraft. "This kit will be released in the near future to the

(Continued on Page 2)

Testbed.....

(Continued from Page 1)

other KC-135 units for installation," Erickson said.

A KC-135 Turbine Engine Monitoring System and Software Testing was conducted in early August and currently, 507th aircraft are being tested with a new and improved Boom Nozzle Light and Dimmer Control System.

"With this installation, the main benefit for the Air Force is to have a redundant light system to avoid aborting night refueling missions," said Barbara Neal, KC-135 program manager for ALC. "When you abort one mission due to the malfunction of a single light bulb, you not only have to take your KC-135 aircraft back home without accomplishing the refueling mission but the aircraft trying to get fuel can't accomplish its mission either," she said. This new redundant light system will be installed on all KC-135 aircraft in the future.

Besides saving travel money, using the Wing's KC-135s for modification testing saves time previously spent coordinating arrangements to send engineers and equipment specialists to other installations for the tests. Officials said trimming these layers of logistics allows all KC-135 units to receive and install modifications in a timely manner.

"It helps keeps more than 500 KC-135 aircraft safe and performing successful missions without letting aircraft discrepancies go untouched while waiting for testing to be completed," Neal said.

McIntosh sends for September

By Maj. Gen. Robert McIntosh
Commander, Air Force Reserve

As many of you know, Gen. Ronald R. Fogleman issued a videotape on Air Force standards and accountability. While the video is mandatory viewing for all officers, top-three NCOs and Senior Executive Service civilians, I encourage all of you to watch it. I would like to paraphrase the last part of his message because it's so vitally important that we all embrace it.

According to the Air Force Chief of Staff, the bottom line is simple: Air Force standards must be known by everyone, consistently applied and non-selectively enforced. Accountability is critically important to good order and discipline. Failure to ensure accountability destroys the trust the American public has in us and we simply cannot exist without that.



Safety Corner

by Lt Col. Len Knight
507th Chief of Safety

Have you seen any safe practices here lately? We in Safety have asked over the past several months for inputs concerning safety-related practices within the wing. This includes safe acts for a pat on the back, or problem areas that we might get involved in remedying. Our line is still open (ext. 4-2014) for those inputs.

In the meantime I have observed many safety related happenings, two of which will be addressed here.

SMsgt. Lloyd Domer, supervisor, 507th Phase Dock, recently acquired some maintenance stands from the ALC area for maintenance on the KC-135s. These stands are an enhancement to safety because they provide a stable platform for working under the aircraft. They contribute to efficiency by replacing smaller stands which frequently had to be moved around to different parts of the aircraft for maintenance access.

Kudos to Domer for his contribution to the safety of 507th personnel.

The next example involves the Sheet Metal Shop. They recently fabricated and installed an awning over the door leading into the Safety Office in Building 1030. Hearing protection was used while operating the forklift, eye protection was used while drilling, and rails were in place when they used the maintenance stand for access to the raised awning. Kudos to the sheet metal personnel for strict observance of safety practices.

Safety should be an everyday practice: doing the right thing and doing it the right way. Keep up the good work....and let us know about it!!!

On-final

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507 CLSS	MSgt. Alan King
72nd APS	TSgt. Larry Wilson
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This is your newspaper. Take it with you to share with family, friends and employers. The PA phone number is 734-3078.

Joint Reserve, Air Logistic Center venture speeds aircraft repairs

By TSgt. Mitchell B. Chandran
507th Public Affairs

Air Force Reserve technicians at the 507th Air Refueling Wing put their specialized training to use this month by calibrating a high-tech compass system on an EC-135C Airborne Command Post aircraft.

The aircraft came to the 507th from Offutt Air Force Base, Neb. after its maintenance crews discovered a four degree deviation in its compass calibration. The EC-135C is a multi-role aircraft capable of performing three types of missions.

"The primary mission of the EC-135C aircraft is to launch nuclear weapons from silos and submarines if directed by the president," said SSgt. Allen Dick, crew chief on the EC-135C. "Its secondary role is to be a flying communications command post communicating and coordinating various aircraft and ground troops in and out of war theaters. Third, it is capable of refueling fighter and cargo aircraft including other tankers," he said.

The calibration of the J-4 compass system was accomplished by reservists with a new testing unit loaned to them by Tinker Air Logistics Center's (ALC) Avionics Reliability Center.

According to an Air Force official, the MC2000 Compass Calibrator Tester used for this operation is currently one of 12 in the Air Force inventory. It allows the aircraft to remain stationary while the tester compensates and calibrates it to the true north setting. This new testing unit will soon replace the older mechanical calibrators currently used by all aircraft and helicopter units in the Department of Defense.

Hugh Smith, ALC electronic equipment specialist, said, "With the current tester, avionic technicians have to take many meter

readings then fill out paperwork for interpretation of the aircraft's compass setting. With the MC2000, these calculations are interpreted automatically producing a quality reading by eliminating human mathematical error," he said.

"The main reason we were asked to calibrate this aircraft is our avionics technicians participated with Tinker AFB engineers and equipment specialists in field testing the MC2000," said CMSgt. Jack Vance, 507th avionics superintendent. "Together, we tested it on one of our KC-135 Stratotankers before it was approved for aircraft maintainers DoD-wide. Because of this joint venture with ALC, we now have two avionics specialists certified to operate this calibrating unit," he said.

"Another reason the plane from Offutt came here is because the 507th now has its aircraft ramp properly surveyed for this type calibration," said MSgt. Jim Beeler, 507th avionics shop chief.

"We saved considerable time and money by not having to survey and set up another site to perform this calibration," he said.

The 507th has a close relationship with the Tinker's Air Logistics Center, making it convenient and inexpensive to perform C-135 modification testing on the 507th's KC-135s before releasing the mods to the rest of the fleet.

"We're right across the runway from the Air Logistics Center," said Maj. Rod Lane, 507th maintenance officer. "It's maintenance helping maintenance, getting planes fixed and upgraded faster while saving money in the process."

Beeler said calibrating the EC-135C here saved approximately \$10,000 of tax payers money versus having to contract out the work. It also drastically shortened the waiting time to get the plane calibrated at the ALC due to their heavy work schedule.

"This is only one of many examples of a shared relationship of resources between the 507th and the ALC," said MSgt. Don Coffey, 507th KC-135 crew chief. "Another example took place in August when a KC-135 out of Alaska was on a mission flying around Buckley Air National Guard Base in Colorado where a fuselage door malfunctioned forcing the aircraft to land. Later that evening, the aircraft

flew safely to Tinker AFB and a new door supplied by ALC was installed within hours by 507th maintenance specialists. This allowed the aircraft to complete its mission without having to return to its main base in Alaska for maintenance," he said.



Preparing the area for calibration. The control panel linked to four tripods with sensors will surround the EC-135 Command Post once it is towed in place.

Reserve picks new senior enlisted advisor

CMSgt. Carol Smits has been selected as the next senior enlisted advisor of the Air Force Reserve. Maj. Gen. Robert A. McIntosh, chief of Air Force Reserve, announced the selection Aug. 16.

Smits will start her three-year tour at Robins Oct. 1. She is currently the 302nd Airlift Wing senior enlisted advisor at Peterson AFB, Colo.

She will become the ninth person to serve as the Air Force Reserve's top enlisted person and the first woman selected for that office. She will replace CMSgt. James A. Rossi who will return to the air reserve technician program as a supervisory transportation specialist at 4th Air Force headquarters, McClellan AFB, Calif.

A traditional reservist with more than 22 years of service, Smits has served as a recruiter, unit career advisor and first sergeant before becoming a wing senior enlisted advisor. She and her husband, Robert, make their home in Fort Collins, Colo. (AFRES News Service)

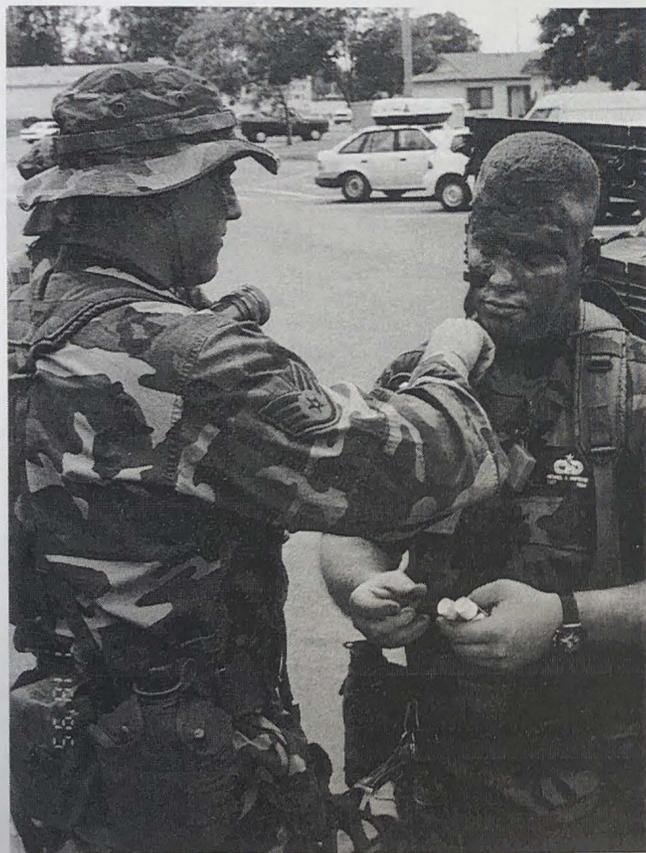
72nd APS achieves stunning success in Operational Readiness Inspection

*By TSgt. Larry Wilson
72nd APS Public Affairs Representative*



ABOVE: Aerial porters work to off-load military equipment during their Operational Readiness Inspection.

BELOW: SSgt. Ernest Washburn, left, and SSgt. Michael Hapgood, put on camouflage face paint before beginning their wartime mission during the 72nd Aerial Port Squadron's ORI.



ORI --- the three dreaded letters most military people hate to hear.

The folks at the 72nd Aerial Port Squadron heard them for 18 months and prepared with diligence and cunning, to show how teamwork can win wars and even pseudo-wars.

On July 15, 60 members of the 72nd boarded a 507th KC-135 and headed west to Travis AFB, Calif. The mission was to test the training and proficiency of the reserve component when brought together with an active duty unit. The test was Operational Readiness Inspection and the members of the 72nd were determined to be winners.

It is what they had trained for and longed for. At Travis AFB, the unit was combined with the 60th APS (active) and the 82nd APS (AFRES) to form one cohesive unit, functioning at maximum proficiency.

A few days after arriving at Travis AFB, the war started and Operation Tarzan Peninsula went into effect. Members from all three units were chosen to deploy to Mountain Home AFB, Idaho; Malstrom AFB, Mont.; Canadian Forces Base Cold Lake, Canada and Kelly AFB, Texas. The test was to deploy and establish perimeter defenses and load/unload aircraft in full chemical warfare ensemble. The challenge was to prove the team had the ability to survive and operate, in harsh conditions, where temperatures reached 90 degrees.

During the ORI, Col. Bernie Fullenkamp, commander of the 60th Operations Group said, "The teamwork aspect is the part that creates success in an ORI. The 60th, 72nd and 82nd have blended together so perfectly, it was hard for the IG to distinguish between them. They worked together as ONE TEAM."

The IG inspectors themselves, during their outbrief described the teamwork among the three units as "fantastic" and "amazing". Brig. Gen. Wallace Whaley, Commander of the Fourth Air Force, personally thanked the 72nd for a super performance. He said he was surprised at such a stunning achievement and really appreciated the unit's hard work.

Lt Col Frank Hale, commander of the 72nd, was all smiles. "I knew we could pull it off but I had butterflies in my stomach until I was notified of the results. Our attitude, perseverance, determination gave us the success we richly deserve. Hip, hip, hooray for the 72nd Aerial Port Squadron: winners in the game that counts," Hale said.

The 72nd APS still has vacancies available in the unit. Anyone wishing to join a winning team or who know of someone looking for a Reserve career may contact the unit at ext. 93387.

3 functional areas feel force structure pinch

Civil engineers, aerial porters and maintainers of long-range airlift aircraft are taking most of the Air Force Reserve's manpower reductions included in the Air Force's force structure announcement Aug. 11.

These three functional areas are facing cuts because the Air Force is reducing its wartime requirement for these forces. The Air Force announcement only included locations where 100 or more people are impacted by force structure changes. Additional Reserve units, with smaller numbers, will also be affected, according to command officials.

Civil Engineer

The civil engineers are taking the largest reduction -- some 1,800 positions, roughly 27 percent of their 6,900-person force.

After replacement of old war plans based on the Warsaw Pact threat and need for extensive bomb damage repair with war plans based on two major regional conflicts, the Air Force said it no longer needs as many civil engineers, said Col. Richard W. Rider, chief of the CE readiness division at Headquarters AFRES. By Oct. 1, the Air National Guard is to reduce its CE forces by more than 3,100 and the active force will convert nearly 1,000 military to civilian positions.

Rider said the reductions in CE will affect senior and mid-level NCOs the most because there is "no place for them to go." Junior NCOs, airmen and most officers will probably find positions at least as overages.

He cited members of one of his former units, the 627th Civil Engineer Squadron at Griffiss Air Force Base, N.Y., which inactivated in April because of base closure, as a case in point. "Four or five members of the 627th elected to go into the inactive Reserve in hopes of later finding a unit assignment," Rider said. "Some joined the Air National Guard using secondary Air Force specialty codes, and others enlisted in a new Naval Reserve Seabee unit being formed at Fort Drum (N.Y.)."

All the rest either took retirement or joined our unit at Niagara Falls (International Airport Air Reserve Station, N.Y.) or at Westover (Air Reserve Base, Mass.) under the Reserve Transition Assistance Program. Most senior and mid-level NCOs were retired under RTAP."

Ironically, some CE units are actually gaining members rather than shrinking or going away. "This is because the new Reserve CE unit type codes (specific numbers and types of skills needed for a mobilization requirement) for the remaining units will be larger than the current UTC," Rider said.

Aerial Port

Col. Thomas Nett, chief of the aerial port division at Headquarters AFRES, said Air Mobility Command and ultimately the Air Staff determined the Air Force does not need as many aerial port reservists for wartime tasking as were needed in the past.

"We've been up front with the people who will be displaced," Nett said. In June 1994, his predecessor told the units that about 450 of the Reserve's 7,850 aerial port positions will go away. Many of those are unfilled positions because the Reserve, like the

Air National Guard, is about 90 percent manned in its aerial port force.

In fact, difficulty in recruitment at specific locations is one reason why some units are downsizing, according to the colonel. Other considerations are the availability of training for units and the desire to tailor some larger units to more manageable levels. Nett said the cuts, in the interest of fairness, were spread out evenly among the three numbered air forces whenever possible.

Nett said all 43 aerial port squadrons have access to training, with some in better locations than others. A few units are at major ports such as Dover Air Force Base, Del., and Travis Air Force Base, Calif., where they are heavily tasked to move people and cargo. Others have to travel to get all the training they need.

Generally, units not collocated at major aerial port locations travel to another location four weekends a year. They also usually deploy elsewhere for their two-week annual tour, and once every three years perform their annual tour at a major port, often at overseas locations.

Geographically separated units, some of which are not on military installations and therefore are more difficult to manage and support, sometimes offer unique training opportunities.

The 84th Aerial Port Squadron, a GSU at Greenville, S.C., is a prime example, according to Nett. Unit members share inexpensive classroom facilities with a modern technical school for less than most other units pay for similar facilities. At Donaldson Airport five miles away, they train with other military services on aircraft from Charleston Air Force Base, S.C., and materials handling equipment loaned by a local aircraft manufacturer.



Aircraft Maintenance

Command manpower officials expect the Reserve to eliminate some 3,600 aircraft maintenance positions in C-141 and C-5 associate and unit-equipped units by September 1999. Of those cuts, some 2,500 will be in the C-141 associate program.

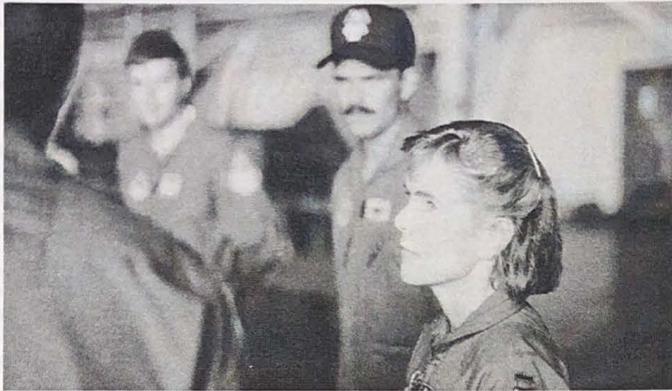
The officials cite three primary reasons for these cuts. One reason is the drawdown in the active force. Two-level maintenance reduces the force even more by eliminating the need for specialists in the back shop.

Tied to both of these actions is the logistics composite model. LCOM is a computerized system that sets the logistics requirements in a wartime scenario to include projected flying hours, frequency of repair and recurring maintenance. It indicates to fleet managers, not unit managers, how many maintainers a weapons system requires.

These factors combined mean Air Mobility Command still needs full-time maintainers to perform peacetime maintenance but fewer reservists in the event of major regional conflicts.

However, as officials in the AFRES logistics directorate's maintenance reserve division point out, AMC has an on-going need for reservists to perform en route location maintenance in Europe and the Pacific. Cuts in two-level maintenance are also getting a second look. (AFRES News Service)

Deny Flight 1995



Capt. Holly Nagie, mission pilot for the 507th, awaits outprocessing prior to leaving for France.



The cafeteria (mess hall) was a popular place during the deployment.



Taking a break from work to prepare for a sightseeing trip in the host country. France has many sights to be discovered.

*Photos By
Capt. Rich Curry
TSgt. Mitch Chandran
TSgt. Stan Paregien*



MSgt. Don Coffey, KC-135 crew chief for the 507th, pauses for a moment while performing his duties during the trip to France.

September Schedule of Events

Training Planner

Date/Time	Meetings, Etc.	Location
Fri, 15 Sep 1400	Pre-UTA First Sgt Mtg	Bldg 1043 Conf Rm
Sat 16 Sep		
As Designated by Unit	Sign In	As designated by Unit
0730-1000	Newcomers In-Processing	Bldg 1043, Rm 201C
0900-1000	3AOX1 Training	Bldg 1043, Conf Rm
1000-1030	Newcomers Orientation	Bldg 1043, TNET Rm
1000	Mobility Rep Meeting	Bldg 1043, Conf Rm
1015	Escorts Pick Up Newcomers	Bldg 1043, TNET Rm
1030	First Sgts Meeting	Dining Hall, Sun Room
1300	CDC/PME Course Exams	Bldg 460, Rm 213
1300-1400	IG period w/LtCol Despinoy	Bldg 1067, Gp CC office
1400-1500	EST Managers Meeting	Bldg 1043, Conf Rm
As designated by Unit	Sign Out	As designated by Unit
Sun, 17 Sep		
As Designated by Unit	Sign In & Sign Out	As Designated by Unit
1000-1600	Family Day	EIW S.E 59th St Between Douglas & Post Rd



Wishing you a safe and relaxing Family Day!

Please note that CDC Course Exam testing has been rescheduled this UTA for Saturday at 1300. Also note that many meetings have been cancelled to allow everyone to participate in Family Day activities.



Long Range Schedule

September

- 01 Iceland 1-10
- 02 72 APS AT to Kadena AB 2-16
- 06 OG Sched Mtg
- 16 UTA 16-17
CLSS Dining Out-MOBEX
Sen Inhoff Visit
- 17 Family Day
- 22 JOLDS (Junior Officer Leadership Development 22-24)

October

- 13 507 CF UTA at Cannon 13,15,17
- 14 Non-Aviation UTC Mob Exerc
UTA14-15
- 15 TOP 3 Meeting
- 22 72 APS A/C Exer 22-23 Oct
- 30 ORE (Depl) 30-02 Nov (Tentat)

November

- 01 Bullwark Bronze- TBD
- 04 UTA 4-5
Officer's Call

December

- 09 Unit Christmas Parties
UTA 09-10

January

- 20 UTA 20-21



October Schedule of Events



Date/Time	Meetings, Etc.	Location
Fri, 13 Oct 1400	Pre-UTA First Sgt Mtg	Bldg 1043 Conf Rm
Sat, 14 Oct As Designated by Unit	Sign In	As designated by Unit
0730-1000	Newcomers In-Processing	Bldg 1043, Rm 201C
0900-1000	3AOX1 Training	Bldg 1043, Conf Rm
1000-1030	Newcomers Orientation	Bldg 1043, TNET Rm
1000	Mobility Rep Meeting	Bldg 1043, Conf Rm
1015	Escorts Pick Up Newcomers	Bldg 1043, TNET Rm
1030	First Sgts Meeting	Dining Hall, Sun Room
1300	Sex. Harass. Sensitivity Tng	Bldg 3333, South Entrance
1300-1400	IG period w/LtCol Despinoy	Bldg 1067, Gp CC office
1400-1500	EST Managers Meeting	Bldg 1043, Conf Rm
As designated by Unit	Sign Out	As designated by Unit
Sun, 15 Oct As Designated by Unit	Sign In	As Designated by Unit
0745-1500	Initial Disaster Prep Tng	Bldg 1115, Prime Beef
0830-0930	Enlisted Advisory Council	Bldg 1043, Conf Rm
0900-1100	Newcomers Ancillary Tng Ph I	Bldg 3333, South Entrance
0900-1000	Supv Safety Tng	Location TBA
1000-1100	Unit Career Advisors Mtg	Bldg 1043, Conf Rm
1230-1630	Newcomers Ancillary Tng Ph II	Bldg 3333, South Entrance
1300	CDC/PME Course Exams	Bldg 460, Rm 213
1300	Sex. Harass. Sensitivity Tng	Bldg 3333, South Entrance
1400-1500	3AOX1 Training	Bldg 1043, Conf Rm
1500-1630	MPF Closed for In-House Tng	Bldg 1043
As designated by Unit	Sign Out	As Designated by Unit



Check this page next month for details on Ancillary Training.

Thank you for your patience as we reformat this publication.

More What, Where, When

Chapel Services

Divine Service	Sat*	1515	Hospital Pharmacy
Protestant Service	Sun*	0730	Disaster Prep Classroom Bldg 1030, 2nd Floor Flightline Side
Catholic Mass	Sun	0940 & 1220	Base Chapel

Medical Services

Immunizations	Sat*	1300-1430	Bldg 1068, Chute Shop
<ul style="list-style-type: none"> • New shot records will be made at this time as well. Please bring your old records with you. 			
Physical Exams	by appt	0730	Bldg 5801, Flt Med Office

• Physicals are mandatory appointments, however, rescheduling may be permitted due to special circumstances. If you are on flying status your physical must be accomplished NLT the last day of your birth month. If you are unable to meet an appointment you must call TSgt Latta, x43151 prior to the UTA to reschedule.

Random Drug Tests	Sat*	0900	Base Hospital
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• The names of those randomly selected for testing are released by Social Actions to Unit commanders immediately after sing-in on Saturday. If selected, you should consume as much liquid as possible prior to reporting to the lab. You cannot be released until the required sample amount has been obtained. If you have any questions about the Random Drug Testing program contact Social Actions, x45019.

Pass & ID

Mon-Fri	0730-1600	Bldg 460 Rm 117
Sat*	1200-1600	“ “

• Services available include ID cards, fingerprints, vehicle registration and base decals

Individual Equipment Issue

Mon-Fri	0800-1400	Bldg 469, South Side,
Sat*	0800-1530	Door 36

• Check with your Unit Orderly Room before your attempt equipment issue or exchange.

Dining Facilities

	Sat-Sun*
0600-0900	Bkfst
1100-1300	Lunch
1530-1800	Dinner

Military Pay

Bldg 1043 Rm 210
x45016

Hours of Operation:

Mon-Fri	0730-1200
“ “	1300-1600
Sat-Sun*	0700-1500

File for Receive Direct pay by: Deposit by:

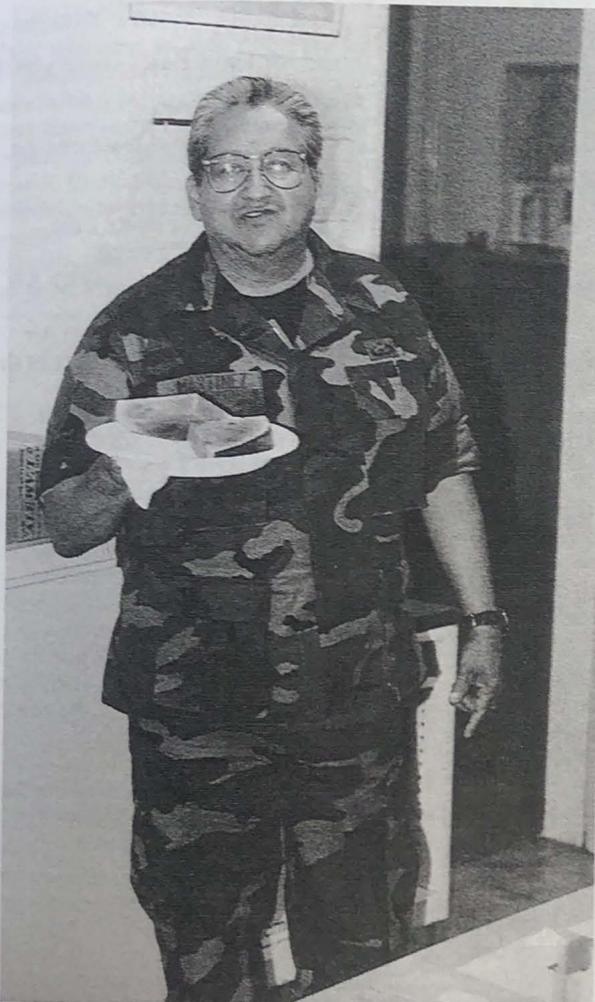
18 Sep	27 Sep
20 Sep	29 Sep
25 Sep	04 Oct
27 Sep	06 Oct
02 Oct	11 Oct

BAQ Recertification Deadlines

If your SSAN ends with a 2 or 7, you have until 31 Oct 95 to recertify your BAQ or have it terminated. Please see your Unit BAQ monitor to complete the AF Form 987. 507th Military Pay sends the list to Unit BAQ Monitors who must return the list complete with all recertifications to the Military Pay. NOTE: If you don't have dependents, you don't need to recertify.

* Primary UTA's only

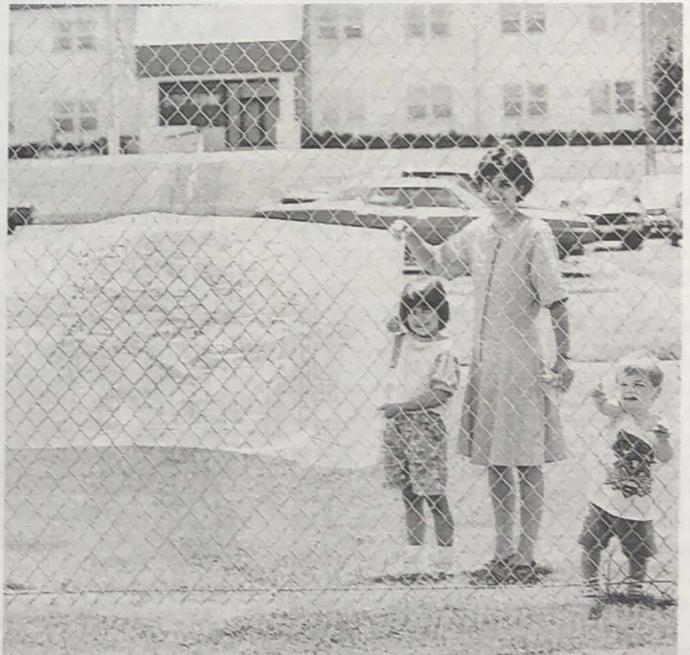
Scenes from Air Base 125, Istres , France



MSgt. Ruben Martinez enjoys the coolness from a couple of watermelon slices during his last TDY in France before retiring from the Air Force Reserve.



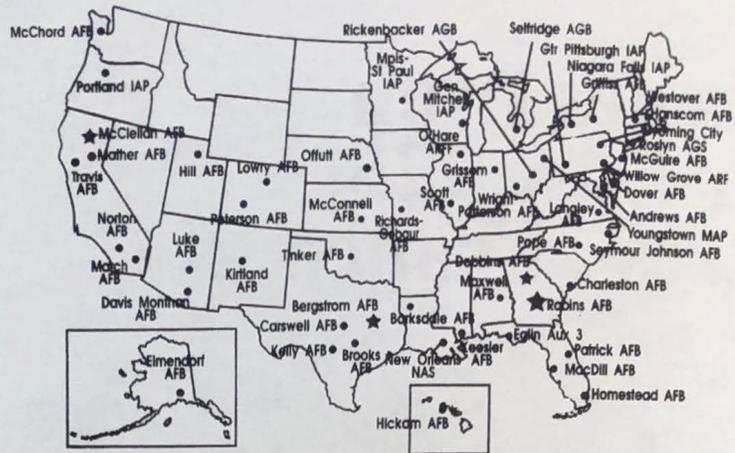
The first rotation of 507th personnel return back home safe and sound after the long trip.



Family support for reservists is a vital element to the Air Force Reserve. Families showed support with banners and smiles to welcome back their loved ones.

Force structure reductions impact Reserve

AIR FORCE RESERVE LOCATIONS



The Air Force Reserve will eliminate about 3,000 drill and 100 full-time positions beginning Oct. 1 as a result of force structure changes announced Aug. 11 and related actions.

Significant changes within the Reserve include:

- Inactivation of six civil engineer squadrons and reduction in size of 15 other civil engineer units;
- Reduction in size of 10 aerial port units;
- Reduction in size of all C-5 and C-141 aircraft maintenance units except Westover Air Reserve Base, Mass.;
- Reduction of one KC-135E aircraft at two locations; and
- Conversion of the Reserve special operations AC-130 gunship unit to a special operations MC-130 Combat Talon I air refueling, insertion and extraction mission.

Specific force structure changes affecting the Reserve by state are:

ARIZONA

Davis Monthan Air Force Base -- Inactivate the 710th Civil Engineer Squadron.

Luke Air Force Base -- Reduce the size of the 944th CES.

CALIFORNIA

March Air Force Base -- The 452nd Air Mobility Wing loses one KC-135E aircraft. Reduce the size of the 452nd CES and number of aircraft maintenance positions in the 452nd AMW.

Travis Air Force Base -- Reduce the number of aircraft maintenance positions in the 349th AMW. Reduce the size of the 82nd Aerial Port Squadron.

COLORADO

Lowry Air Station -- Reduce the size of the Air Reserve Personnel Center work force.

DELAWARE

Dover Air Force Base -- Reduce the number of aircraft maintenance positions in the 512th AW.

FLORIDA

Duke Field -- The 919th Special Operations Wing will receive eight

MC-130E aircraft completing the unit's transition from nine AC-130 gunships to the MC-130E Combat Talon mission.

GEORGIA

Dobbins Air Reserve Base -- The 94th AW will downsize and realign some functions to the 622nd Regional Support Group. Reduce the size of the 628th CEF and the 80th APS.

Robins Air Force Base -- Inactivate the 622nd CES.

ILLINOIS

O'Hare International Airport Air Reserve Station -- The 928th AW will reduce some of its support functions. Reduce the size of the 928th CES and 28th APS.

INDIANA

Grissom Air Force Base -- Reduce the size of the 434th CES.

KANSAS

McConnell Air Force Base -- Reduce the size of the 931st CES.

MARYLAND

Andrews Air Force Base -- Reduce the size of the 459th CES. Reduce the number of aircraft maintenance positions in the 459th AW.

MASSACHUSETTS

Westover Air Reserve Base -- Reduce the size of the 439th CES and the 58th APS.

MICHIGAN

Selfridge Air National Guard Base -- The 927th Air Refueling Wing loses one KC-135E aircraft. Reduce the size of the 927th CES.

MISSISSIPPI

Keesler Air Force Base -- Reduce the size of the 41st APS.

NEBRASKA

Offutt Air Force Base -- Inactivate the 805th CES.

NEW JERSEY

McGuire Air Force Base -- Reduce the number of aircraft maintenance positions in the 514th AMW.

NEW MEXICO

Kirtland Air Force Base -- Inactivate the 604th CES.

NORTH CAROLINA

Pope Air Force Base -- Inactivate the 626th CES.

OHIO

Wright-Patterson Air Force Base -- Reduce the number of aircraft maintenance positions in the 445th AW.

PENNSYLVANIA

Pittsburgh International Airport Air Reserve Station -- Reduce the size of the 911th CES.

Willow Grove Air Reserve Station -- Reduce the size of the 913th CES.

SOUTH CAROLINA

Charleston Air Force Base -- Reduce the number of aircraft maintenance positions in the 315th AW. Reduce the size of the 38th and 81st Aerial Port Squadrons.

TEXAS

Bergstrom Air Reserve Station -- Reduce in size the 924th CES and the 810th CEF. Naval Air Station Fort Worth Joint Reserve Base -- Reduce the size of the 301st CES.

UTAH

Hill Air Force Base -- Reduce the size of the 419th CES and the 67th APS.

VIRGINIA

Langley Air Force Base -- Inactivate the 624th CES.

WASHINGTON

McChord Air Force Base -- Reduce the number of aircraft maintenance positions in the 446th AW. Reduce the size of the 36th APS.

WISCONSIN

Gen. Mitchell International Airport Air Reserve Station -- The 440th AW will downsize some of its support functions. Reduce the size of the 34th APS. (Air Force Reserve News Service)

Too much of a good thing

By Jay Anderson
Director, Fitness Center West

Exercise is supposed to be good for you, and it is. Exercise keeps your muscles in tone; it makes your heart and lungs operate more efficiently; it helps you ward off fatigue and cope more effectively with stress.

But, like a lot of things in life, too much of it is not a good thing!

"Overtraining" is a term often used but not clearly understood, especially by those who haven't made exercise a part of their personal lives. Overtraining is hard to detect and understand when the decision is made to start a fitness program.

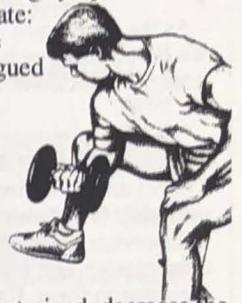
Often the train of thought regarding exercise is "if a little is good, more is better." This is a very prevalent approach among those who have an avid desire for speedy results or who have hit a plateau in their training program and are not experiencing the somewhat rapid progression characteristic of prior training. The most basic response is to increase the overall intensity of training; to push the body harder and drive through the barrier for better results. Ironically, in many instances, the opposite is true and well-intentioned extra effort only stagnates or regresses the process.

Overtraining occurs most often when the demands of training are greater than the body's ability to recover. This can drive the

body so deeply into an energy debt that it is unable to recuperate between training sessions. If more energy is spent exercising than can be adequately recuperated over a period of time, the body's reserve bank will go broke and, if continued, extra effort results in wasted effort.

If you display more than one of the following symptoms, it is probable you are entering an overtrained state:

- Stagnation or regression in performance
- Lethargy; a feeling of always being fatigued
- Persistently sore joints and/or muscles
- Loss of appetite and/or weight
- Insomnia
- Chronic illness and/or infections
- Lack of enthusiasm for training
- Regression in neuromuscular control
- Elevated resting pulse rate
- Elevated blood pressure



Generally speaking, if you feel you're overtrained, decrease the intensity of your training by adjusting the frequency of your workouts, the amount of time you're training or the nature of the activity. Even take a few days off to recharge your battery if needed.

If you're stuck in a routine that's not working for you, stop by and visit with the folks at Fitness West. Let them show you some equipment or make some suggestions in your routine that can keep you from overtraining.

Fitness Center West still has plenty of openings for memberships. Stop by for a visit or give them a call at 734-2227.

The Internet, the Air Force, and you

By 2nd Lt. Walter Jacques
507 CLSS
Tinker AFB, OK

When the NATO and UN forces recently pounded Bosnian Serbs in response to their shelling of innocent civilians, the immediate price was the loss of a French fighter with a crew of two.

The crewmen were seen parachuting near the Bosnian Serb stronghold of Pale, to the east of Sarajevo. Although the recent dramatic rescue of Air Force Capt. Scott O'Grady proves that such downed crews can be rescued, the French crew faces one major problem; The Serbians now have access to detailed descriptions of Allied flight procedures, radio frequencies, and weapons systems used by the Air Force in Bosnia.

Who would give them such information? Believe it or not, the information was made available to the hostile forces, as well as to the rest of the world, by a simple, seemingly harmless e-mail message sent from a pilot on O'Grady's rescue mission to a few friends.

According to an article in *Government Computer News*, Aug. 28, 1995, the pilot used a PC and a private account on

America Online (AOL), a popular Internet access provider, to send the message. The director of content for Military City Online, an AOL forum, eventually got a copy of the message and asked the pilot for permission to print it. Although the pilot declined, someone else posted the message on an Internet Usegroup. Usegroups are forums for persons with similar interests to get



together and discuss topics near and dear to them. Although the information that they share is maintained in a centrally-accessible manner, the members and users of the usegroups are literally world-wide. A posting to a usegroup from America or Aviano can be read in Zimbabwe - or Bosnia - almost instantly.

It cannot be assumed that the users with access to such information are friendlies.

In fact, the explosion of the Information Age, can be one of our worst enemies if information is not safeguarded and treated appropriately. The communications connectivity that Air Force members use, on the job and off, allows us to transmit anything, compromising or not, around the world.

There is no Air Force Policy currently in use that addresses the use of civilian e-mail accounts. Each of us, however, has a clear obligation to safeguard the information which we are trusted to maintain. Now more than ever, it is vitally important to be conscious of what information is stored where, who has access to it, and what kind of connectivity to the information exists. Moreover, we need to police ourselves on how we protect this information in our private lives, now that the capability exists for the world to have access to what we share, whether it is with our permission or not. As demonstrated in the above example, mishandled information can endanger lives. Period.

So the next time you think about using e-mail to tell your friends, military or civilian, about the neat experiences you had on your Annual Tour or UTA, just think about two things - those French pilots.

Reserve creates system, revises policy to assign displaced people

As the drawdown of the active Air Force begins to taper off, the Air Force Reserve is gearing up for its toughest year in troop strength reductions. Some 4,700 drill slots may go away by Sept. 30, 1996.

"To help minimize the trauma associated in achieving this reduction, we have developed a new Assignment Opportunity System and modified some of our policy guidance statements," said Maj. Gen. James E. Sherrard III, AFRES vice commander.

Reservists affected by Defense Base Closure and Realignment Commission and force structure actions should receive an AOS registration form. If they want to continue in the Reserve they need to complete the form and return it to their unit military personnel flight. They can opt for three preference locations, either by base or state.

The AOS program, which went into effect in August, is also open to individual mobilization augmentees, and unit reservists can apply for an IMA slot. However, assignment priority goes to those displaced by drawdowns. The system's registration form asks applicants if they are willing to accept unit or IMA assignments, an overage position, an overgrade position and retraining.

The system piggybacks off the Reserve Management Vacancy System, which began two years ago, but is not intended to replace it, says CMSgt. Lloyd Raiford, Chief of the Relocation Branch in the AFRES Directorate of Personnel.

Bergstrom Air Reserve Station, Texas, and O'Hare International Airport Air Reserve Station, Ill., which the BRAC recommended closing, were the first locations offered use of the system.

In related actions, units were told to suspend recruitment from outside the Reserve from mid-August until the end of September at all but 10 locations to allow displaced reservists to fill vacancies. The 10 locations continued outside recruitment because they were below the command's 98 percent manning requirement. Scott Air Force Base, Ill., and Naval Air Station Fort Worth Joint Reserve Base, Texas, also were below the 98 percent level, but they were told to stop recruiting to allow for immediate assignment of displaced reservists from O'Hare and Bergstrom.

Effective Oct. 1, military personnel flights have to search the AOS registrant file and place eligible people before taking unit recruiting and assignment actions. If a displaced person is qualified by grade and skill for the vacancy and lives within the commuting area, he or she must be offered the position.

A commander can assign lieutenant colonels and below as overages for up to one year from the date their position was deleted because of BRAC or force structure actions. A commander can withdraw overages at any time after determining the overages cannot be placed in a valid position. Once withdrawn, these people are reassigned to the Air Reserve Personnel Center or retired, and afforded Reserve Transition Assistance Program benefits. Overages do not affect promotions for other reservists.

Military personnel flights have more information about placing people affected by BRAC or force structure actions. (AFRES News Service)

Get ready now for next year's training events

By Lt. Col. Rich Jones
Air Advisor

Now that the 507th ARW has declared itself fully operational it's time to start preparing for deployments as a wing to a bare base. Coincidentally this training will also prepare us for the ORI.

Over the last two years each squadron has been training independently. Now it is time to train together. Due to space limitations and TDY commitments for FY96, training for the aviation package and supporting organizations will be accomplished here at Tinker. We are already committed to two STRATCOM exercises and plan at least one large conventional exercise that will stretch over two UTAs.

The focus for the future will be on ATSO (Ability To Survive and Operate). Dust off those chem warfare outfits and gas masks. Its time to emphasize decon, shelter management, and sweep team training.

MSgt. Vinny Molzahn, 507th Disaster Preparedness at ext. 45249, will be glad to set up training and review requirements.

It is important for all training managers to begin to think as a wing for training. Use the schedule below to flow your training. When the schedule calls for a wing exercise be ready to support the

aviation package as if you were deploying with them.

Likewise you can coordinate for support from other wing agencies as we build a rapport and the ability to work together. Expect quarterly updates on our long range exercise plan.

Fiscal Year 1996 Exercise Plan

October	March
MOBEX 96-1. Wing minus aviation package. See XP for details. Ltd BS play.	Prep for Deny Flight.
November	April
SIOP Generation. Plan use of AWACS Alert facility for jets/crews. SART play.	Deny Flight. Unit training
December	May
Merry Christmas and Happy Hanukah.	Unit training
January	June
Conventional Exercise simulating generation thru deployment. ATSO.	Unit training
February	July
Jan Ex continued. Employment, redeployment. ATSO.	Unit training
	August
	Unit training
	September
	Family Day picnic

Crackdown begins on improper credit card use

New regulations have been created to provide commanders more authority to crack down on government-issued credit card abuse.

The government-issued American Express (AMEX) Government Travel Card Program was created to provide more flexibility during official travel and to reduce the amount of money previously maintained at military pay offices.

Misuse of the AMEX card can result in the following actions under UCMJ, Article 92: dereliction of duty, failure to obey a lawful order or 134 (dishonorable failure to pay a just debt). The "teeth" of the new guidance now provides commanders the ability to perform verbal counseling, letters of counseling or reprimand (unfavorable information file or no UIF), place members on control rosters, deny reenlistment, make unfavorable comments or ratings on enlisted and officer performance reports, start separation actions, start non-judicial punishment or court martials and deny or delay promotions.

According to Mark Scoles, 507th Budget Officer, the program can create problems for card-holders who don't understand the program's intent.

"This card should be used only during official government travel," Scoles said. "A rule of thumb to go by is if you're not in per diem status, don't use the card."

Scoles said some unit members have encountered problems when they used their card for unofficial purchases. "It doesn't matter if the bill is paid off in time. The fact is that this card has been issued to government employees and the contract with which the government receives these cards involves a much lower interest rate. Members who use the card for unofficial purchases are violating the rules of the contract. It was very costly for the military pay offices to 'stockpile' money to pay advances and travel vouchers under the old system before the credit cards. We tied up a tremendous amount of money that could have been used elsewhere."

Scoles said Air Force Instruction 65-104 states the card is used for "expenses incurred during official travel" and "is not a credit card". Official travel includes both TDY and PCS travel. Using the card for anything other than government travel related expenses is not authorized.

The following are examples of official expenses that can be charged while on official travel. Scoles said this list is not all inclusive; therefore see your Program Coordinator for additional guidance.

Do use the AMEX card for:

Per Diem

- Lodging and meals (traveler only, no guests) to include related tips and taxes.

Transportation

- Cost of air, railroad, steamship and bus tickets (including sleeping accommodations or parlor car seats) when authorized in official orders.
- Local transportation, including usual tips, between places of lodging or duty and places where meals are procured.
- Transportation to and from carrier terminals.
- Rental car, when authorized in the orders, to include related operating expenses (gas, oil, parking tolls, etc.).
- Expenses incurred while operating a privately-owned conveyance when monetary allowance in lieu of transportation is authorized (limited to travel cost).

Miscellaneous Expenses

- Official phone calls, telegrams and telefax while in a travel status.
- Registration fee when such fee is authorized in the orders.
- Airport parking.

Ask for and retain receipts whenever and wherever practical.

Don't use the AMEX card for:

- Alcoholic beverages.
- Any item charged for personal use when not in a travel status or on official government business.
- Any personal item not generally reimbursable (furniture, stereo equipment, mortgage payments, etc.).
- Entertainment expenses.
- Expenses incurred for other persons.
- Automatic Teller Machine (ATM) charges exceeding the anticipated allowable travel reimbursements.
- ATM charges when not in a travel status or on official business otherwise reimbursable.
- Meals procured at the permanent duty station or vicinity.

Clip this chart out and save.

Displaced ARTs, civilians may find jobs at other bases

Air Force Reserve civilian personnel officials here are continuing to urge commanders with projected vacancies to consider hiring displaced air reserve technicians and non-ART civilians.

Headquarters AFRES manages the ART officer career program, making it easier to match potentially displaced employees with projected unit vacancies. The headquarters has also set up an informal process to help match enlisted ARTs and non-ART civilians with upcoming job openings.

Some 500 civilian employee positions are projected to go away by Sept. 30, 1996. Changes in the Air Force's force structure, announced Aug. 11, affect some 100 civilian employees. Hundreds of other jobs are in jeopardy because of recommendations by the Defense Base Closure and Realignment Commission.

Public law requires that civilian employees receive written notice at least 120 days before release at locations where 50 or more people are facing possible reductions in force. Those at locations where fewer people are impacted will get at least 60 days notice.

All of these employees are eligible for registration and consideration through the Department of Defense's Priority Placement Program. Before that happens, they have the option of seeking employment through the Central Skills Bank or a Career Category One records flow. AFRES officials are encouraging servicing civilian personnel offices to

monitor CC1 record flows to ensure surplus employees are considered for hiring.

Servicing civilian personnel offices have more details. (AFRES News Service)



Reserve News

Members graduate CCAF

Congratulations to the following individuals for completion of their CCAF degree programs:

SSgt. Christine G. Posey, Administrative Management; SSgt. Robert H. Hammons, Fire Science; TSgt. Ann M. Fordyce, Logistics; MSgt. Donald R. Hart, Aircraft Systems Maintenance Technology; TSgt. Dave K. Swanson, Aircraft Systems.

72nd plans booth at state fairs

The 72nd APS has contracted for booth space at the Oklahoma State Fair and the Tulsa State Fair which are being held this month. A goal of the booth is to solicit new recruits for the unit. Unit members are manning the booths and talking the benefits of an Air Force Reserve career in the transportation field.

Members are welcome to drop by the OK State Fair at the north east corner of the International Building and in Tulsa at the Market Hall Building. Everyone is encouraged to send friends and relatives that might be interested in a military career.

School expresses needs

Positive Tomorrows, a school for homeless children in Oklahoma City, is again requesting 507th support. The 507th

has been a sponsor of the school, located in the YMCA building at 2460 N.W. 39th Street, for several years.

School officials are requesting one subject spiral notebooks, pocket folders, glue sticks, roller skates, new undergarments (briefs, panties, bras, socks), socks, gloves, mittens, batteries (AA, AAA, 9-volt), Polaroid film (600 Series) and flash bars, hand-held electronic games, 35mm film, student scissors, felt-tip marker sets, computer volunteers (to work with students and/or teachers), reading volunteers (to work one-on-one with students), toothbrushes and small tubes of toothpaste, first-aid supplies, and reception supplies such as coffee, creamer or sugar.

According to Director Susie Graves, 75 percent of the 50 students this year are in grades Kindergarten through 5th.

If you can help, please call Public Affairs at ext. 43078.

Reserve flies 25 percent of all C-17 missions

Reservists flew about one-fourth of the C-17 Globemaster III missions during the aircraft's reliability, maintainability and availability evaluation between July 7 and Aug. 5. Reserve and active-duty crews from Charleston AFB, S.C., flew 12 C-17s, logging more than 2,250 hours and transporting 11 million pounds of cargo, personnel and equipment during the one-month evaluation.

Bombs on target

In July, an Air Force Reserve B-52 bomber crew from Barksdale AFB, La., tested a laser system that measures wind speeds from high altitude to the ground. If

approved by the Air Force, the Light Detection and Ranging system could greatly contribute to the future of bombing accuracy. A Reserve C-141 from Wright-Patterson AFB, Ohio, carried the prototype because bombers cannot accommodate the current version of the LIDAR.

First Lady on a pedestal

Air Force Reservists from Duke Field, Fla., will commemorate the end of an era Sept. 10 when they retire the first C-130 aircraft to come off a production line.

Affectionately dubbed "The First Lady," tail number 53-3129 went into production at the Lockheed Aircraft Company in Marietta, Ga., in 1953 and was the first production model of what was to become a long line of C-130 Hercules aircraft designed and built by Lockheed. The First Lady will go on permanent display at the Eglin AFB Armament Museum, 20 miles from her home of the past two decades.

Reserve wins awards

The Air Force Reserve won the Air Force's 1994 Col. Will L. Tubbs Memorial Award for having the best ground safety program in a command with more than 50,000 military and civilian members. Maj. Dale T. Pierce, Duke Field, Fla., earned the Chief of Staff Individual Award for the most significant individual contributions to safety.

This month an Air Force Reserve aircrew from Charleston Air Force Base, S.C., will receive the Air Force Association's highest honor, the President's Award for Outstanding Reserve Aircrew.



New commanders take charge

Lt. Col. Dave Ortman, left, and Lt. Col. Gary Mixon, recently took command of the 465th Air Refueling Squadron and 507th Support Group, respectively. (Photos by TSgt. Mitch Chandran)

